

Funding Distribution - By District

Total TCOS* = \$430 million; Flexible funds = \$100 million; Major Projects = remaining funds (estimated at \$334 million)

*Total TCOS = \$430 million = TCOS funds (\$280 million) + Interstate and Major Bridge funds (\$125 million) + Safety funds (\$25 million)

| Dist. | Take Care of the System (TCOS)(1) | Debt Service (2) | Sub-allocated Funds (3) | Other Modes(4) | Economic Development & Cost-Sharing | Interstate s and Major Bridges(5) | Flexible Funds(6) | Major Projects and Emerging Needs(7) | Safety(8) | Total Funds |
|-------------------------|-----------------------------------|------------------|-------------------------|----------------|-------------------------------------|-----------------------------------|-------------------|--------------------------------------|-----------|-------------|
| 1 | \$19.19 | \$3.0 | \$6.7 | \$0.32 | | | \$3.67 | \$6.13 | \$0.75 | \$39.73 |
| 2 | \$14.61 | \$6.0 | \$6.3 | \$1.28 | | | \$2.93 | \$4.90 | \$0.66 | \$36.73 |
| 3 | \$17.03 | \$4.5 | \$5.2 | \$1.40 | | | \$3.52 | \$5.89 | \$0.81 | \$38.32 |
| 4-Urban | \$37.06 | \$10.5 | \$27.4 | \$3.45 | | | \$17.08 | \$57.08 | \$3.81 | \$156.41 |
| 4-Rural | \$12.59 | \$3.8 | \$1.2 | \$0.48 | | | \$3.30 | \$5.51 | \$0.84 | \$27.70 |
| 5 | \$26.31 | \$6.0 | \$4.7 | \$2.67 | | | \$8.22 | \$13.74 | \$2.04 | \$63.71 |
| 6 | \$63.47 | \$21.8 | \$55.8 | \$4.34 | | | \$35.30 | \$117.95 | \$6.57 | \$305.21 |
| 7 | \$21.03 | \$3.0 | \$4.6 | \$1.43 | | | \$5.64 | \$9.43 | \$1.36 | \$46.52 |
| 8-Urban | \$7.97 | \$0.8 | \$7.4 | \$0.56 | | | \$4.51 | \$15.08 | \$1.23 | \$37.53 |
| 8-Rural | \$15.13 | \$5.3 | | | | | \$4.48 | \$7.49 | \$1.24 | \$33.60 |
| 9 | \$18.31 | \$3.8 | \$3.2 | \$1.07 | | | \$4.42 | \$7.38 | \$1.06 | \$39.22 |
| 10 | \$25.28 | \$6.8 | \$5.5 | \$0.80 | | | \$6.91 | \$11.55 | \$1.63 | \$58.41 |
| SW* | \$2.00 | | | \$0.29 | \$30 | \$125 | | | \$3 | \$160.29 |
| Rural SW Major Projects | | | | | | | | \$72.02 | | \$72.02 |
| | \$280 | \$75 | \$128 | \$18 | \$30 | \$125 | \$100 | \$334 | \$25 | \$1,115.40 |

Notes and Assumptions:

* SW = Statewide

(1) Take Care of the System funds are distributed based on a formula that averages the following:

- * % of total VMT on NHS & Remaining Arterials
- * % of square feet of state bridge deck on total state system
- * % of total lane miles of NHS and Remaining Arterials

(2) Debt Service is distributed based on the percentage of total bonding funds programmed

(3) These funds are those designated for specific purposes.

Estimates for amount of funds and distribution are based on an average of funding projections for Fiscal Years 05, 06, 07, 08 and 09.

(4) Other Modes funds are based on FY 2003. Funds available as appropriated annually

(5) The goal of having 85-90% of all the interstate system in good condition can be met.

(6) Flexible funds can be used for either Taking Care of the System or Major Projects and Emerging Needs and is distributed based on the average of:

- * % of total population
- * % of total employment
- * % of total VMT on the NHS and Remaining Arterials

(7) Major Project and Emerging Needs funds are distributed based on a formula that averages the following:

- * % of total population
- * % of total employment
- * % of total VMT on the NHS and Remaining Arterials

50% of Rural Major Project and Emerging Needs Funds is distributed to districts. 50% is for statewide rural use.

The \$72.02 million dollars for statewide rural use will be used in the following manner:

1) Addressing the 2004-2008 STIP commitments

2) Finishing gaps (see list below) and other projects that are currently underway, including identified 2002 potential bonding projects not included in the final list of bonding projects

Remaining corridor gaps (alphabetical order)

Camden, Route 5 - Completing an improved highway from Niangua Arm of the Lake of the Ozarks to Laclede County line.

Camden, Miller, Route 54 - Relocating a four-lane highway from Route KK to Business 54.

Carter, Route 60 - Upgrading to a four-lane highway from east of Route 21 to Butler County line.

Clark, Lewis, Route 61 - Upgrading to a four-lane highway from south of Wayland to Canton.

Dent, Route 72 - Completing an improved two-lane highway from Route FF to Salem.

Dunklin, Pemiscot, Route 412 - Completing the four-lane highway from Kennett to Hayti.

Jasper, Route 249 - Bypassing of Range Line Road (Business Route 71) from Route 171 to Interstate 44.

Macon, Route 36 - Upgrading to a four-lane highway from the Linn County line to west of Macon.

McDonald, Route 71 - Upgrading to a four-lane highway from Pineville to Arkansas.

St. Clair, Route 13 - Upgrading to a four-lane highway at Collins.

Stone, Route 13 - Upgrading to a four-lane highway at the Route 76 south junction.

Taney, Route 65 - Upgrading to a four-lane highway from Branson to Arkansas.

3) Beginning work on the rural corridors as identified in Proposition B (priority to be determined)

(8) Safety funds are distributed based on a 3-year average accident rate. A portion of safety funds is for statewide use.

Amounts in millions of dollars and are 5-year average annual funding projections based on Fiscal Years 05, 06, 07, 08 and 09.

| | | |
|---------------------|------------|--------|
| Total Distribution: | | |
| Springfield | \$37.5 | 3.93% |
| Rural port | \$455.95 | 47.74% |
| St. Louis | \$305.2 | 31.96% |
| Kansas Ci | \$156.4 | 16.38% |
| Total Dist | \$955.1 | |
| Not Distri | \$160.29 | |
| Total | \$1,115.40 | |